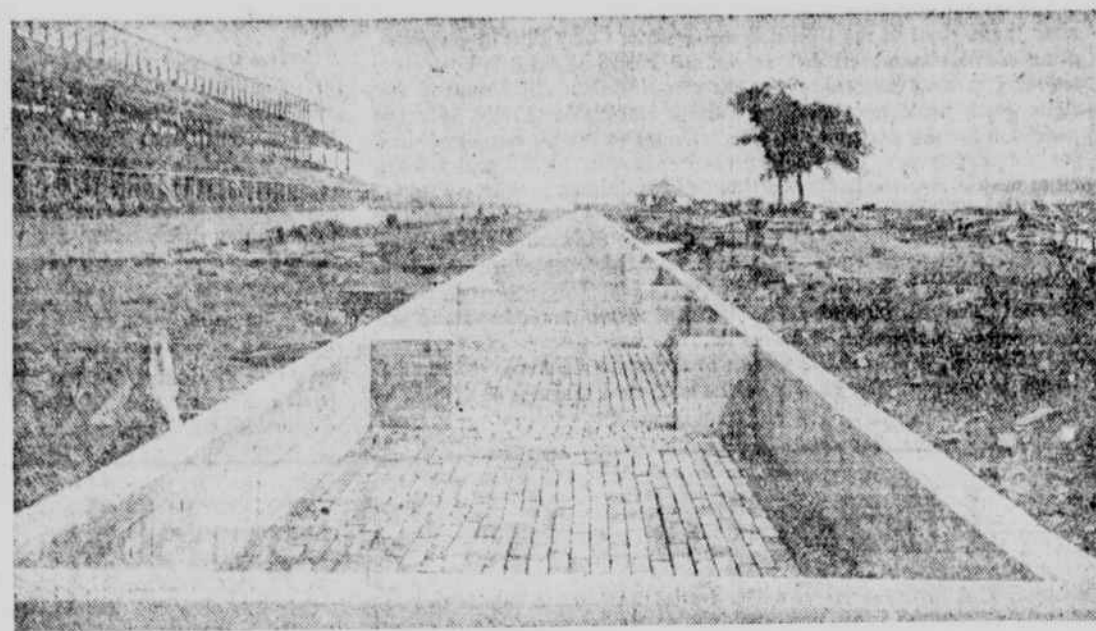


M Travel O Roads T Hotels O Racing R NOVELTIES N Legislation E Market W Gossip S

Timely Topics of the Week

MONSTER PARADE TO MARK OPENING OF SPEEDWAY



THE PITS.

AUTOMOBILE owners who wish to have a view of the Sheepshead Bay Speedway September 18, when practice will begin for the Vincent Astor Cup Race of October 2, should obtain entry blanks from their automobile agent and get into line for a monster motor parade to be held on that day.

Nearly 20,000 application blanks have been sent out through New York automobile agents and, from the interest which has been expressed by automobilists generally, it looks as if this parade to celebrate the opening of the new speedway will be one of the most extensive motor demonstrations ever held in New York.

Entry blanks are being distributed gratuitously and no entry fee whatever is to be charged either to the parade or the speedway grounds. Motorists who are not in the parade, however, will be compelled to pay an entrance fee at the speedway gate.

The cars entered for the parade will form at Columbus Circle and move south on Broadway to 47th Street; east to Fifth Avenue; south to Fourth Street; east to Lafayette; cross the Williamsburg Bridge; thence via Bedford and Ocean Avenues to the speedway.

Brooklyn will furnish divisions for the parade under the direction of the Long Island Automobile Club.

The headquarters of the Manhattan Parade Committee is in the Motor Club, 222 West 59th Street. S. S. Toback, agent for the King car, is chairman, and other members of the committee are George Robertson, agent for Houk wheels; E. C. J. McShane, agent for the Mercer, and William C. Poertner, agent for the National and Jeffery cars.

The Brooklyn committee is composed of Herbert L. Carpenter, chairman; Fred H. Miller, S. D. Miller, Del Martin, Chester J. Maxson, John Diuguid, C. E. McKay, A. J. Farrell, Harry Unwin, I. C. Kirkham, W. A. Sellon, Burton T. Bishop, F. L. Sandford, Louis Seebach, Charles Batt, C. John Eptig and Clifford M. Bishop.

The New Jersey Auto and Motor Club committee includes H. A. Bonnell, chairman; W. J. Morgan, A. V. Hamburg, David Oakes, Joseph H. Wood and A. G. Batchelder.

The sale of seats for the cup race continued brisk during the week, but there are a number of choice seats and boxes left. From the list of those who have taken boxes it is evident that the same social set which patronized the Vanderbilt Cup races is eager to make the Astor Cup Race an event of equal social prominence.

Among the subscribers to the boxes are W. K. Vanderbilt, Jr., Edwin Gould, Percy R. Pyne, 2d, M. Taylor Pyne, M. Taylor Pyne, Jr., M. Orme Wilson, Thornton Wilson, William Payne Thompson, Aymar Johnson, W.

Standard Oil Company to follow their lead. The low prices were the result of a war between the Standard and the independents in the Western territory.

During the last ten days there has been a general advance of 1 cent on a gallon throughout New York, New Jersey, New England, Eastern Pennsylvania and Delaware. The big companies are now selling gasoline wholesale in New York at 14 cents a gallon, compared with 11 cents during the spring and the first part of the summer.

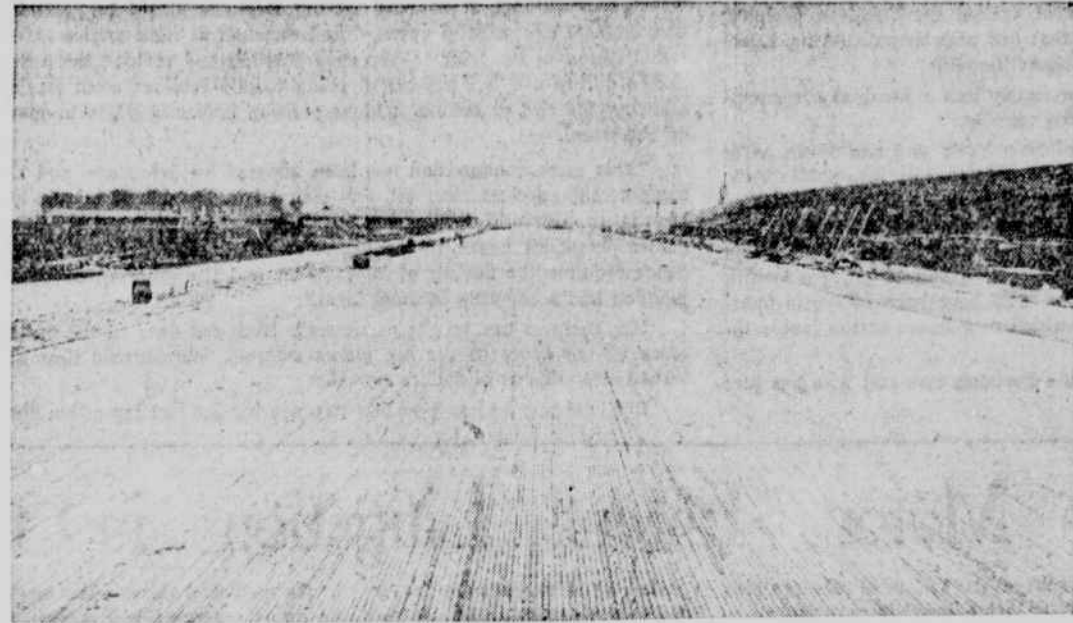
Word comes from St. Louis that the Pierce Oil Corporation has balked at any further reduction in the price of gasoline and turned the tables by adding 1.1 cents to the price of its gas. Its No. 1 gasoline is now quoted at 13.5 cents a gallon, as against 12.4 cents. Grade No. 2 is raised from 10.9 cents to 8.9 cents a gallon. No. 3 is raised from 8.9 cents to 10 cents a gallon. These prices are on ten-gallon lots. The independent dealers are expecting the

"Through Deserts and Mountains of South Africa" is the title of a little pamphlet just published by the Franklin Automobile Company. It contains a descriptive article by J. W. Kirkland, managing director of the South African General Electric Company, of a trip from Johannesburg to Cape Town, across the desert of South Africa, over the desolate Stormberg and through the sands and rocks of the Hex River

Mountains, a distance in all of 1,097 miles. Mr. Kirkland says he made the trip in 97 hours and 5 minutes, breaking the previous record by four or five hours. Those who may contemplate taking this little week-end spin will find Mr. Kirkland's article enlightening on the difficulties which may be expected.

For the first time since the war in Europe began, an association of manufacturers has begun an organized effort to give to American motor car makers the benefits of the experience the warring nations are having in solving their transportation problems. The work of collecting and giving out this information is in the hands of the Internal Gear Drive Association, whose offices are in Detroit.

Some little time ago the association began to collect statistics on the use in Europe of the internal gear drive type of rear axles for motor trucks for the benefit of its members in this country. It was soon found that the



THE HOME STRETCH.

Redmond Cross, Richmond Talbot, Howard W. Maxwell, Thomas B. Clarke, Maraden J. Perry, Wadsworth R. Lewis, Bayard Dominick, James Speyer, Sherman Day, Richard F. Howe, Lynford Biddle, Harry Harkness, Edward Schroeder, Mortimer L. Schiff, A. D. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Reid, George T. Brokaw, J. K. Rice, Jr., Irving M. Day, Frederic B. Pratt, L. E. Waring, George Arents, Jr., and Edgar Palmer.

Mayor and Mrs. Mitchell will view the race with Mr. and Mrs. Vincent Astor, as guests of Percy R. Pyne, 2d, a director of the speedway.

The election during the last week of Harry S. Harkness to the presidency of the Sheepshead Bay Corporation, succeeding Carl G. Fisher, resigned, gave the project a little more of a social tone, and since Mr. Harkness is a New Yorker whose time is not absorbed in business, as was the case with Mr. Fisher, he will be able to direct many important details.

Although quite a young man, Mr. Harkness is one of the oldest patrons of racing in this country, having driven fast cars as early as 1900, when the professional driver was not known, and at a time when it was supposed that the automobile would be little more than a plaything for the rich young man. Mr. Harkness still drives fast cars, but has not appeared in public for a number of years. He deserted the car temporarily when aviation occupied the limelight, but soon returned to the automobile and is the owner of several speedy foreign cars. It is likely that one of his machines may be entered in the Astor Cup Race.

Fred J. Wagner, the racing starter, is in the West arranging entries for the Astor Cup event. He writes that the prospects are excellent for a big field of starters, including the fastest cars and most famous drivers in America.

Since Mr. Wagner's departure from New York a new possibility has come from England and is said to be in process of passing through the Custom House. Very little has been said regarding it, but the best authority obtainable says it is an English Twin Six Sunbeam, which has been imported by Walter C. Allen, sales director of the Bijur Motor Lighting Co. Mr. Allen was the organizer of the first taxicab company in New York. He has refused to talk about the Sunbeam and appears to be holding it back for a surprise entry at the eleventh hour. He is believed to be in negotiation with Caleb Bragg, the racing driver, and if the latter can be induced to come East it is likely Mr. Allen will enter his Sunbeam for the big Astor Trophy and the cash prize which goes with it.

The Sunbeam is considered the fastest car in England to-day. It has been raced once or twice in this country, but those who know of its speed say it has never been given a thorough test.

usual channels of information were not available. Many men in a position to get the information for the association were at the front, so recourse was had to men not generally regarded as available for the transmission of news. These men included engineers, manufacturers and army officers whose duties are to look after transportation matters.

Realizing the unusual conditions, these men have, almost without exception, taken great pains to assist in the securing of accurate data. As an instance of the value of the information received it may be said that one of the reports was received from the member of the General Staff of a European nation whose particular duty it is to oversee the automobile and motor truck branch of the military transport service. He has given detailed reports on the various classes of trucks tested and the results obtained.

It was intended at first to use these reports for the benefit of the members

of the association, but when their value was fully realized the manufacturers who comprise the organization took the broad view that the information should be placed at the disposal of any American truck maker. Certain parts of the reports which deal with new developments in internal gear drive axles are reserved for members of the association alone, but the greater part is open to the truck makers of the country.

Benjamin Briscoe has come to the rescue of the speedway builders of America. He is the only manufacturer producing racing cars for the coming fall and spring events on the various speedways.

A simple announcement was made of the fact that three Briscoe racing cars were to be built, but now comes the news from Mr. Briscoe that they are practically ready. It was his intention to exhibit them at Jackson, where the Briscoe plant is located, but the owners of the Jackson Fair Ground track

considered it unsafe to hold motor races on a flat track, and Mr. Briscoe has arranged to enter his new machines for the closing event of the Forest City Fair, Cleveland.

No details of the cars have been given, but it is known that they are fitted with light engines which come with the displacement measurements, and the team will undoubtedly be raced in New York at the opening of the Sheepshead Bay track, October 2.

Major General Frederick Funston, commanding the Southern Department of the United States Army, has found the motor an invaluable means of transportation for troops and supplies along the border line, and a number of cars have been ordered for the service. This is the first step in a general recognition of the value of the motor, which will undoubtedly be extended throughout the various departments of the army within a short time.

New Cars in The Market

The Enger Motor Car Company has placed a twelve cylinder in the market at the revolutionary price of \$1,095. It is said the car will be built entirely at the Enger factory, in Cincinnati, where engineers have been experimenting for some months.

It is an outgrowth of the Enger six which is favorably known. The Enger factory has never been a large producer, but its models have always held up well, and if the new twelve compares at all in workmanship and design with the Enger six, it will doubtless prove a headliner in the New York market during the coming winter.

The appearance of the car is low, with conventional lines; the wheel base is 115 inches, leather upholstery, long, flexible springs and an unusually wide range of high gear activity. The motor is of the valve-in-the-head pattern. The cylinders are cast in blocks of six and set at an angle of 60 degrees. The cylinder heads are removable for accessibility when inspecting or cleaning.

A few details have leaked out regarding the forthcoming Stearns-Knight eight. The cylinders will be 3 1/2 by 6 and the motor is to be mounted on a wheel base of 123 inches. There will be five body types. Considerable engineering interest is attached to this model on account of the difficulty of producing a V-shaped Knight motor. The Stearns engineers seem to have worked out a very clean-cut design. The engine has a fairly long stroke in proportion to its bore, and the car should prove both fast and powerful.

The new model is the result of long experience in the production of smaller Knight motors by the same factory. One of the interesting mechanical features is a double carburetor situated inside of the V. The exhaust manifolds are located on the outside of each cylinder block, making for convenience and neatness. The Westinghouse electrical equipment is employed, together with a Remy distributor for the ignition. It is said that the engineers experimented with the forked connecting of the rods and the side-by-side connecting rod system.

Still another automobile, to be known as the Daniels car, comes upon the field, with factory and headquarters in Reading, Penn.

George E. Daniels, until recently vice-president and general manager of the Oakland Company, is the moving factor in the company.

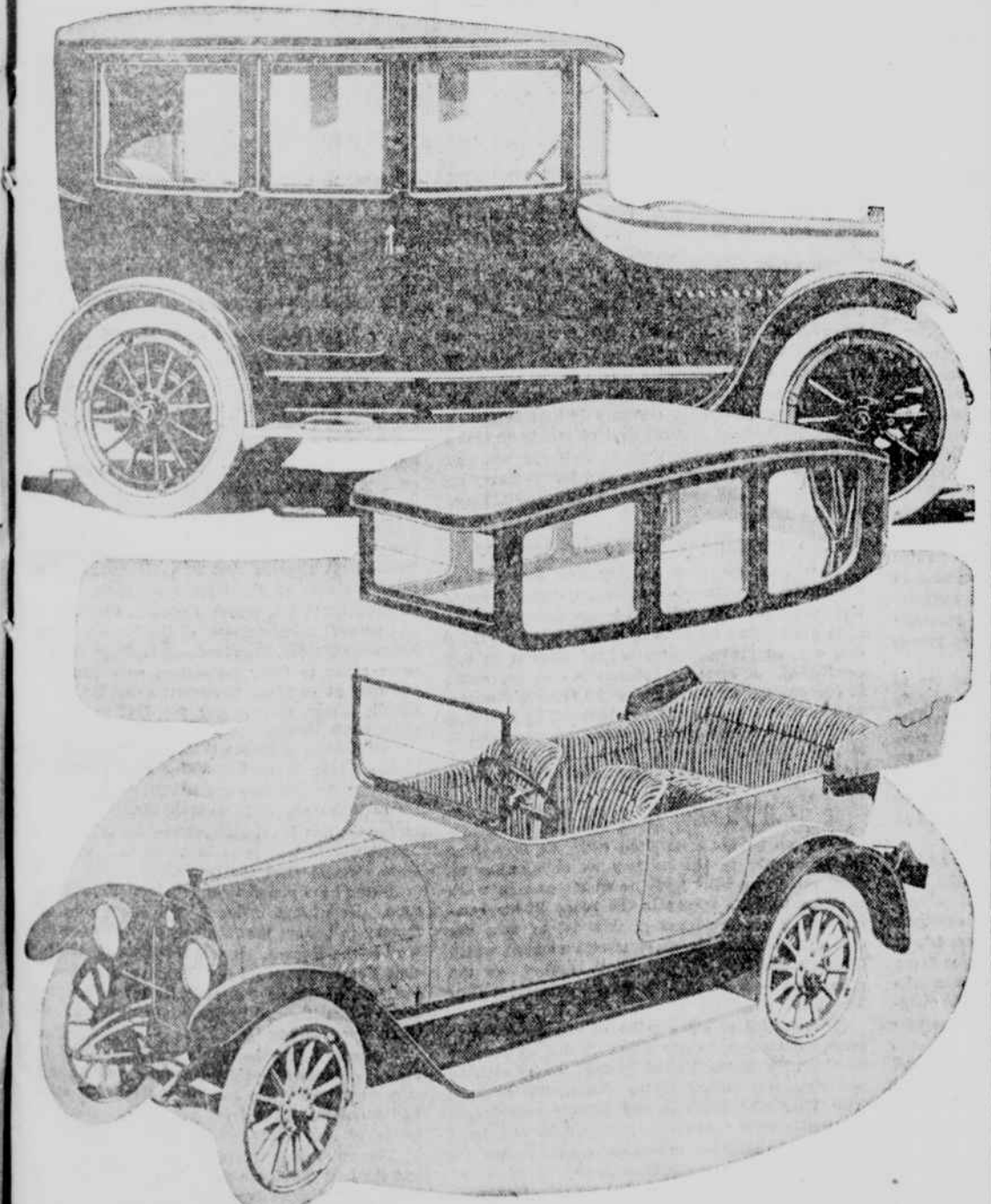
It will be an eight cylinder-and, contrary to the practice of the day, will not be in the low-priced class.

Mr. Daniels said that after he left the Oakland Company and contemplated the building of a car under his own name he first considered the low priced car, but, after studying the situation, came to the conclusion that the trend is going to be in the direction of the higher priced machines after the first rush to the low-cost cars has exhausted itself.

On this theory Mr. Daniels is going to build what he terms a custom made car. It will have exclusive body features, and Mr. Daniels aims to make it a running mate for the highest class cars in the market. The list price will be in the neighborhood of \$2,350.

The Niagara is the name of a new car to be manufactured in Buffalo and lists for \$740. It will be a four-cylinder, five-passenger machine, backed up by a company capitalized at \$500,000 or more. G. H. Poppenberg is the president of the corporation and W. G. Miller, vice-president.

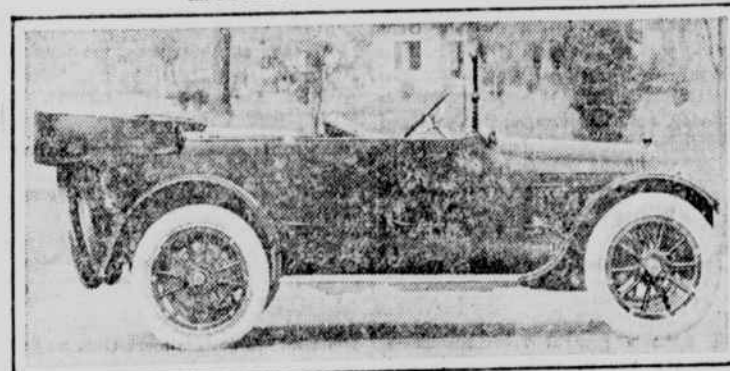
ALL YEAR ROUND CAR IS THE PRACTICAL MACHINE



The top illustration shows the new Hudson Touring Sedan, which can be changed from a fully inclosed to a touring car, with permanent top, in five minutes.

The bottom illustration shows Kissel Detachable Sedan Top, which fits the touring car after the regular folding top is removed.

LATEST CADILLAC EIGHT.



The Cadillac agency in New York has delivered a large number of the second series of Cadillac Eights during the last week. Although few changes have been made in the new model, it has attracted quite as much attention as though it were entirely new throughout. The engine is 3 1/2 by 5 1/2, the wheel base is 122 inches and it is listed at \$2,120, delivered in New York.

The Automobile Club of America

has prepared a Brochure containing maps, itineraries, mileages and hotels on the

Associated Tours

TEN DELIGHTFUL MOTOR TRIPS THAT COVER THE MOST PICTURESQUE SECTIONS OF NEW YORK, NEW ENGLAND, NEW JERSEY & EASTERN PENNSYLVANIA

A copy will be mailed, without charge, to any motorist on receipt of written request enclosing a 2-cent stamp to cover postage.

Address Bureau of Tours, The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City.

Lightweight Valve Grinder.

The Red Top Valve Grinder Company, of 3944 Olive Street, St. Louis, is making a valve grinding device of very light weight and simple construction. An oscillatory motion is exerted directly against the surface to be ground without side pressure or motion. A variety of stems and lifts are furnished with the tool, and any valve and quickly remove carbon deposits.

Revarnish-Polish for Brass. "Rite-Brite" is the name of a new polishing compound designed to polish and revarnish brass with one application. Its makers claim that this revarnish will last on the average private car for about three months. It is manufactured by the Meadowcroft Chemical Company, 47 West Thirty-fourth Street, New York.

Boston Curtain Fastener. The Boston Fastener Company, 144 West Thirty-seventh Street, New York City, has brought out a simple and efficient curtain fastener, which quickly and easily engages or releases and is not affected by dampness, heat, dirt or weather conditions. The round eyelet sets at any angle or in any direction.

A Big and Attractive Line

FINE ALL-WOOL SHAWLS
Beautiful Wave Design and Colorings 3 1/2 to 5 lbs.
\$4/66—\$4/74—\$4/81—\$4/88

COLD WEATHER STUFF—Our Specialty—Extra Large and Heavy, Thick, Warm Fabrics

THE BECKMAN COMPANY
NORTHERN OHIO BLANKET MILLS
TOWN AGENT
J. G. HANF & CO., 257 Fourth Ave., N. Y. City.
THE BECKMAN CO., 18 Warren St., N. Y. City.

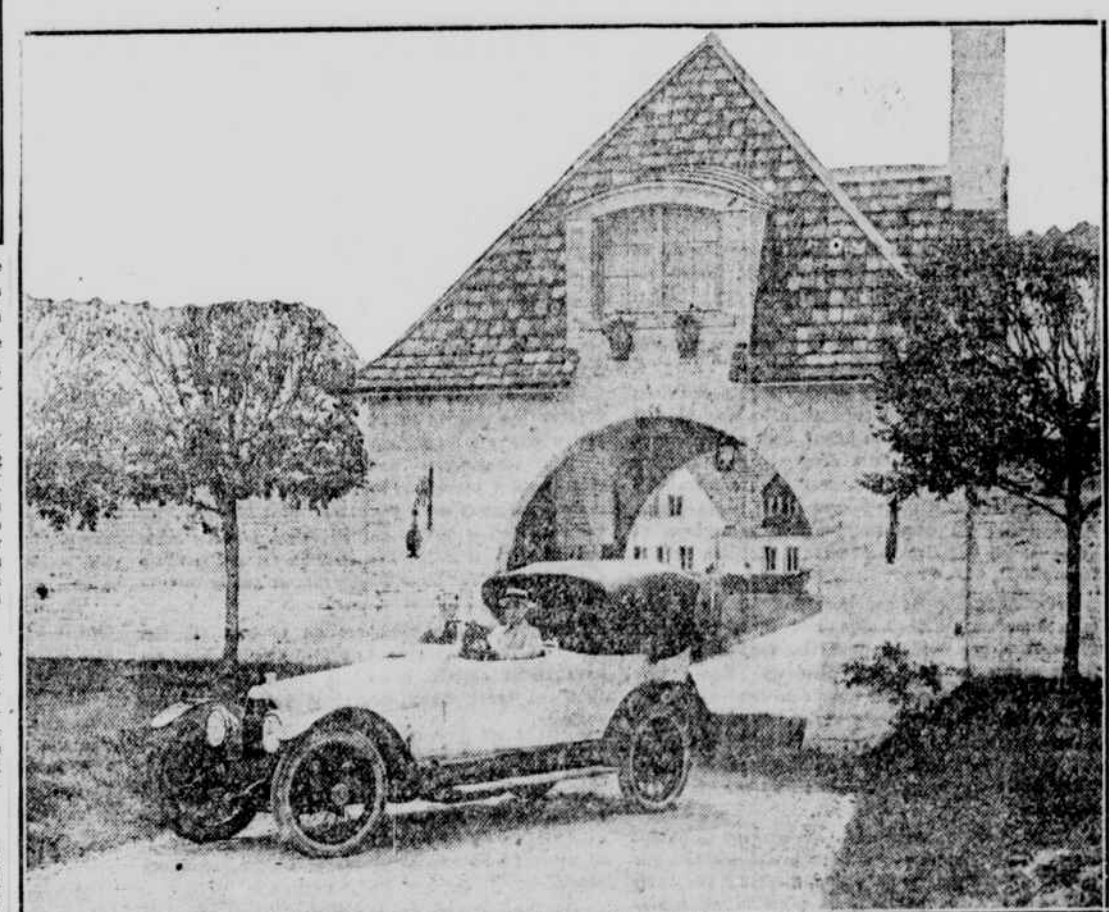
IF YOUR DEALER DOES NOT HANDLE OUR LINE APPLY DIRECTLY TO US FOR COLOR PLATE CATALOG AND PRICE LIST

AUTOMOBILE AND STEAMER RUGS

Use also as Carriage, Porch, Lounge, Hammock, Tent, Camp, Yacht and Power Boat Rugs—
or "Extra" Bed Comforts

MACKINAW ROBES
All Wool—Self-bound (best bound) Fine Styles—
Soft, Warm Fabrics 3 1/2 to 7 pounds
\$4/66—\$4/74—\$4/81

OWEN MAGNETIC MAKES A MID-SUMMER SOCIAL FLUTTER



Just as there are types of cars for all classes of users, so there are salesmen designed to get at and interest all grades of prospects. The man who is going to buy a small, popular priced car shops along Automobile Row and is governed somewhat by what he can get at the time he desires it for the amount of money he has to spend.

The business man who knows what he wants calls up the salesman in whom he has confidence and requests him to send a car to his office and give him a demonstration.

The woman of fashion who wishes a new car usually makes a visit to the showroom of the car she wants, sits in her machine and the sales manager comes out to take her order.

But there is another way to sell automobiles. It has been discovered by E. S. Partridge, one of the veteran salesmen of Broadway, who has always been fortunate in being behind a high class car (with one exception). Mr. Partridge, who is now the sales manager for the Owen Magnetic, probably the most exclusive American car ever built, has been spending the last few weeks visiting Newport, Saratoga, Tuxedo and the fashionable estates in the Berkshires. He calls upon his customers in a magnificent vehicle, with a warm white body and attractive green running gear.

At Newport his car created a social sensation, and Mr. Partridge placed seven orders on a three-day visit to this fashionable resort. He met with the same reception at Saratoga, and is now in the Berkshires, visiting the estates of the Four Hundred of the Hills.

There are few Owen Magnetics to be had; they are coming through the factory at the rate of one a day, and yet it is a fact that if you wanted one you would find it a rather difficult matter to get delivery. Mr. Partridge makes no hesitancy in saying that he does not care to sell his car to everybody who wants one, but prefers to place it in the hands of those who will not abuse the privilege of owning one. In other words, he does not propose to let any one break into society through the medium of the Owen Magnetic.